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GEOGRAPHIC INTELLIGENCE REPORT

URBAN AREA STUDY: TOMSK



GR-144

February 1957

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URBAN AREA STUDY: TOMSK*

I. Introduction

The city of Tomsk, which dates from 1604, is one of the oldest in Siberia. Situated on the right bank of the Tom' River in Western Siberia, it is 125 miles northeast of Novosibirsk and about 1,800 miles east of Moscow. Because of its location at the eastern limit of navigation of the Ob' Basin, Tomsk was formerly the main commercial center of Western Siberia, as well as being of prime importance industrially and administratively. The city declined in importance, however, after it was bypassed by the Trans-Siberian Railroad. In 1944, Tomsk was designated the capital of the newly formed Tomskaya Oblast', and thus it regained some of its former importance.

The population of Tomsk has increased considerably since the beginning of the present century, when it was approximately 52,000. The greatest impetus to this increase was the evacuation of people from the west during World War II. From 92,000 inhabitants in 1926, the population rose to an estimated 220,000 in 1955, the majority of whom are Great Russians.

At present, Tomsk is of only moderate industrial importance; it is the fifth largest USSR producer of antifriction bearings, however, and the fourth largest producer of cutting attachments for machine tools. Its production of mining equipment and electric light bulbs is also nationally significant.

Tomsk is one of the most important educational centers in Siberia, having 6 institutions of higher education and 23 tekhnikums, with a total 1955 enrollment of 25,000. In 1888 the first university in Siberia was founded in Tomsk.

II. Terrain

Tomsk is situated on several terraces of the east bank of the Tom' River, about 143 miles southeast of its confluence with the Ob' River (Figure 1). The Ushayka River flows in a westward direction through the center of the city, dividing Tomsk into northern and southern sections, and then joins the Tom' River. The city is roughly rectangular in shape and extends about 4-3/4 miles along the Tom' River in a north-south direction and 2-1/2 miles from east to west. Its area is approximately 8-3/4 square miles.

Elevations in Tomsk range from 250 to 500 feet. Along the Tom' and Ushayka Rivers, the elevation is approximately 250 feet. In the

*Information received subsequent to completion of research for this report is included on pages 17 and 18.

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Figure 1. View of Tomsk (probably northwestern section) from a terrace facing the Tom' River. Date unknown.

southern section of the city, from a terrace at about 250 feet the elevation increases gradually southeastward to about 440 feet in the vicinity of Tomsk Railroad Station I. In the northern section a terrace approximately 250 feet in elevation extends along the Tom' River. The terrace along the Ushayka River is about 200 feet wide but fans out considerably to the north. From this terrace the relief rises somewhat sharply to another terrace, which initially has an elevation of about 300 feet but rises gradually to about 500 feet in the northeast, in the vicinity of Tomsk Railroad Station II.

There are no other prominent relief features in Tomsk or its environs. The surrounding terrain is flat to gently rolling and is covered with dense forests and marshes. An extensive marsh area lies to the north, paralleling the Tom' River. Numerous small meandering streams dissect the surrounding terrain.

III. Orientation

Administratively, Tomsk consists of three rayons -- Vokzal'nyy, Kuybyshevskiy, and Kirovskiy -- whose exact boundaries are not known. Kirovskiy Rayon is apparently in the southeast quadrant of Tomsk and Kuybyshevskiy Rayon in the vicinity of the university of the same name; Vokzal'nyy (meaning railroad station) Rayon is assumed to be near Railroad Station II, since a street of the same name is in this area.

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The commercial area of Tomsk is a relatively narrow section -- about 4 blocks wide -- in the west-central part of the city. From the university and polytechnic institute it extends northward along Timiryazevskiy and Leninskiy Prospekts, continues across the Ushayka River, and probably extends along Kommunisticheskii Prospekt for approximately 5 blocks. This section contains the more important business enterprises and municipal and oblast administrative offices.

Industrial installations are dispersed throughout the city. At least seven industrial installations, including a cable factory and a rubber-products plant, are in northwestern Tomsk. In the northeast the only known industrial installation is the ball-bearing plant, the largest industrial installation in Tomsk and the fifth largest producer of antifriction bearings in the USSR. In the southern section are about 10 installations, the most important being a mining equipment plant and an electric-light-bulb plant. An unidentified plant about 4-1/2 miles northeast of Railroad Station II reportedly repaired World War II tanks until 1948. The location of a plant producing cutting attachments for machine tools is not known; it is the fourth largest producer of cutting attachments in the USSR. In the Sixth Five-Year Plan, a factory for production of automatic assembly lines and specialized and heavy machine tools, as well as a factory for manufacturing skis, are planned.

Tomsk is also reported to be a center for secret-weapons research and production. A guided-missile development center and a nuclear-physics research institute may be located near the university and the polytechnic institute. A plant known as the "Automotive Development and Testing Plant," which probably produces parts for guided missiles and complete rocket engines for aircraft, is reported in or near Tomsk. Also, a plant manufacturing fillings for atomic weapons is reportedly located in two restricted areas (one about 1/3 mile northeast and the other about 2/3 mile east of Railroad Station II), which are interconnected by a road. The northern area is served by rail. (This installation may be the unlocated automotive plant.) Proving grounds for the Soviet Air Force are also said to be in the Tomsk area.

An atomic installation has supposedly been under construction since May 1949 and is reported to be located approximately 10-1/2 miles north-northwest of Tomsk.

Residential areas are dispersed throughout Tomsk. The most extensive is located in the east-central section south of the Ushayka River and north of Bul'varnaya Ulitsa. New residential areas have been developed in the southern and eastern extremities.

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The streets of Tomsk, like those of most Siberian cities, are broad. Including the sidewalks and parkways, they average 70 to 85 feet in width, and pereuloks (narrower connecting streets) may be up to 45 feet wide (Figure 2). Four streets in the city are 140 to 190 feet wide; in all probability they are Timiryazevskiy Prospekt, Leninskiy Prospekt, Bul'varnaya Ulitsa, and Kommunisticheskaya Ulitsa (Figures 3 and 4). Several of the streets mentioned in reports are unlocated. These are Prospekt Krylyateva, Ulitsa Usova, Lagernaya Ulitsa, and Kirovskaya Ulitsa; the last is possibly a new name for Bul'varnaya Ulitsa.

By 1911, all the main streets in Tomsk had been paved. Reliable information on the extent of more recent paving in the city is lacking. According to Pravda, 300,000 square meters of streets and sidewalks were paved in 1953, and 72,000 square meters in 1954. A subsequent article in Pravda, however, stated that the main streets are in a state of disrepair and that there are not enough street lights.

Tomsk is expanding to the northeast, east, and south. To the north, expansion is somewhat limited by marshy terrain, and to the west by the Tom' River. During the period 1946 to 1954, 1,200 new homes were constructed in Tomsk. Most of these are in the eastern and southern sections, where many new streets have been added. In 1951 and 1952, 40 new streets were constructed. Of these, the names that are known are Ivan Chernyy, Sevastopol'skaya, Nevskaya, imeni Michurin, Nakhimovskaya, Suvorovskaya, and Kotovskaya. A 2-story, 7-year school has been constructed in the Kirovskiy Rayon, and 2 primary schools, 1 middle school, and a children's hospital have been built in the Vokzal'nyy Rayon. On Timiryazevskiy Prospekt, 2 multi-story dormitories have been built for the students of the polytechnic institute.

According to radio releases, considerable additional construction is planned for Tomsk. Notable among the projected structures are a concrete bridge, a hotel that will accommodate 250 people, a two-hall motion-picture theatre, an oblast hospital, a house of pioneers, a department store, a students' club, a house of culture, a river terminal station, freight-moorage facilities at the passenger port on the Tom' River, and additional buildings for Tomsk University and for the medical, transportation, commercial, and pedagogical institutes. Planned improvements in housing facilities include a 30-flat apartment house on Leninskiy Prospekt, an 80-flat house on Ulitsa Rozy Lyuksemburg, and a 60-flat house in the vicinity of Tomsk Railroad Station II.

In addition to the 6 institutions of higher learning and 23 tekhnikums (Figure 5), Tomsk also has a dramatic theatre, a philharmonic orchestra, 17 workers' clubs, and the largest scientific library in Siberia.

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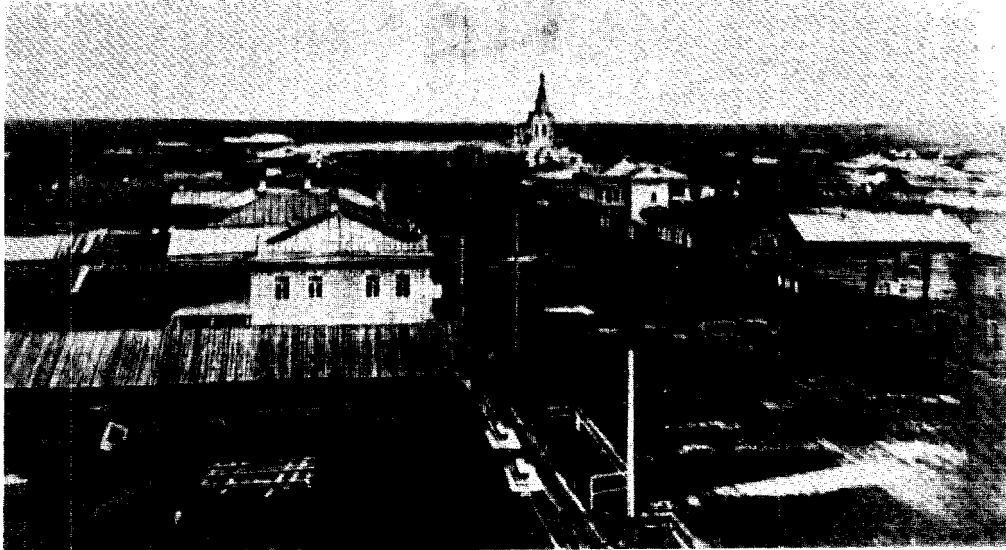


Figure 2. A characteristically wide Siberian street on the outskirts of Tomsk.

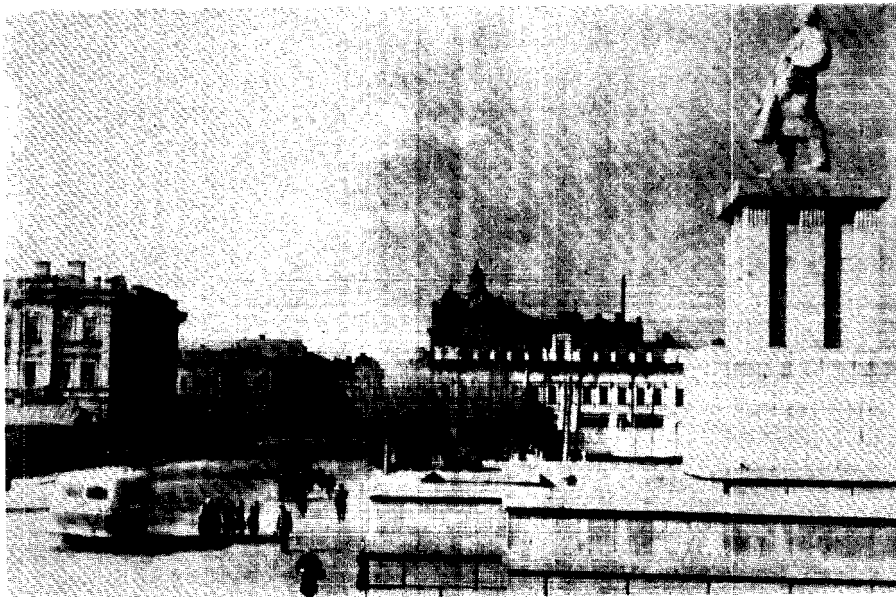


Figure 3. View of the Square of the Revolution. The street on the left is Leninskiy Prospekt (a continuation of Timiryazevskiy Prospekt), looking north. May 1953.

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Figure 4. Two views of Timiryazevskiy Prospekt, facing north. Top: Probably taken near the intersection with Bul'varnaya Ulitsa (October 1954). Bottom: Near the Square of the Revolution, which is concealed by the trees on the right (May 1953).

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The majority of the buildings in Tomsk are made of wood. Many of the administrative and commercial buildings, however, as well as the buildings of the university and the polytechnic institute, are multistory brick or stone structures. Private homes are generally 1- or 2-story wooden buildings that range up to 30 feet in height. In 1937 there were 18,300 houses in Tomsk, 60 percent of which were built of wood and 85 percent 1-story. Recently, however, the construction of apartment houses has been emphasized in Tomsk. In 1952, for example, 65 multistory apartment houses were reported to have been built.

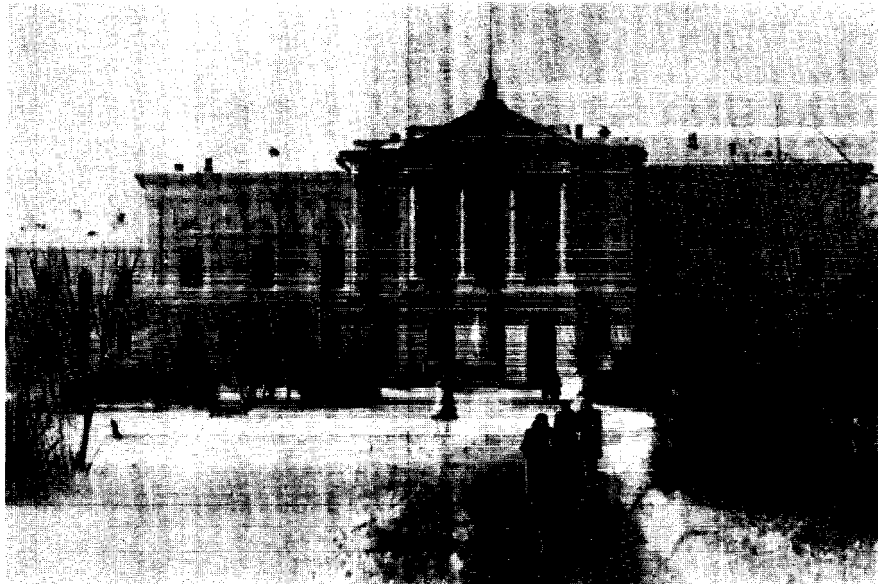


Figure 5. The Tomsk State University imeni V.V. Kuybyshev. January 1947.

According to a 1933 source, Tomsk is divided by the Ushayka River into two police districts. The southern district is called the first police district, and the northern is the second police district.

IV. Transportation

The principal means of transportation in the Tomsk area is rail. The city is situated on a single-track line of the Tomsk railroad system. This line branches from the Trans-Siberian Railroad at Tayga and runs generally northward for 55 railroad miles to Tomsk, and from

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there 59 railroad miles northeast to Asino. Tomsk has two railroad stations -- Tomsk Railroad Station I in the southeast suburbs, which handles passenger traffic, and Tomsk Railroad Station II in the northeast suburbs, which handles freight traffic and has minor repair facilities for locomotives and cars (Figure 6). A ball-bearing



Figure 6. One of the railroad stations in Tomsk. Date unknown.

plant, a cable factory, and a possible tank-repair plant, which is located approximately 2 miles northeast of Tomsk Railroad Station II, are served by railroad spurs radiating from Railroad Station II. Another railroad spur connects Railroad Station II with Cheremoshniki, located along the Tom' River about 4 miles to the northwest, and serves the Tom' River terminus of the West Siberian Streamship Line and several installations in the northwestern part of Tomsk. According to the official Soviet timetable for 1950, two passenger trains passed through Tomsk each day, one en route to Tayga and one to Asino. Another passenger train, operating between Tomsk and Biysk via Tayga, departed from Tomsk each even day and arrived each odd day.

Air transportation is of minor importance in Tomsk. The only airfield, a small, sod-surfaced, civil field with two hangars, is reported to be located slightly east of Tomsk Railroad Station II. Daily flights to Novosibirsk and frequent nonscheduled flights to other parts of Tomskaya Oblast' originate at this field. In June 1955 a direct airline between Moscow and Tomsk was opened.

Since Tomsk is located on the north-flowing Tom' River, a tributary of the Ob', the city is connected by water with most of the important cities of the West Siberian economic region. There are two port facilities in the area. The Tom' River terminus of the West Siberian Steamship Line, located about 2 miles north of the city, stretches about 7,500 feet along the right bank of the river. This installation serves primarily as a freight port. A passenger port extends about 1,250 feet along the Tom' between Kooperativnyy Pereulok and Sovpartshkol'nyy Pereulok. South of Tomsk, the river is shallow and is closed to craft of more than 4-foot draft. Ice limits navigation to the period from the beginning of May to the beginning of November.

Highway transportation is of minor importance in the Tomsk area. Four roads radiate from Tomsk, but all are seasonal, with smooth unimproved dirt surfaces and gentle curves. They are dusty when dry, muddy when wet, and probably impassable during the wet season. One road runs southwest out of Tomsk across a pontoon bridge, which is the only bridge across the Tom' River in the vicinity of the city. This road passes through Bolotnoye and through Novosibirsk, which is about 125 miles from Tomsk. Two roads lead out of the northeastern section of Tomsk; one follows a circuitous route to Mariinsk, about 110 miles roughly east of Tomsk, and the other passes through Asino, about 55 miles to the northeast. The fourth road leads roughly west to Parbig, a distance of about 140 miles.

Only fragmentary information is available on the transportation system within Tomsk; the Soviet press has stated, however, that the urban facilities are inadequate. A streetcar line and a bus line are known to serve the city. The streetcar line, which is approximately 3 route miles long, runs from Tomsk Railroad Station I in the southeastern suburbs to Batenkov Square in the center of the city. In 1949 a streetcar depot and streetcar-repair shops were being built in the vicinity of Railroad Station I. In 1954 a Soviet radio broadcast stated that a new streetcar line for the city was planned.

A bus line runs between the two railroad stations in Tomsk and to industrial installations in the northwestern section. As of 1952, 1 bus ran between the Vokzal'nyy district and the center of Tomsk; reportedly service was available until 10 p.m. In addition, 5 buses ran between the center of the city and the Cheremoshniki settlement, located in the northwestern outskirts along the Tom' River. Passengers enter the buses through the rear door and depart through the front door. No information on bus and streetcar fares is available.

Only a few taxis operate in Tomsk, but service is probably adequate. There is a taxi stand at Tomsk Railroad Station I.

V. Public Utilities

Adequate electric power for Tomsk is supplied by two power stations, both connected with the Kuznets power network. Tomsk Heat and Powerplant GRES TETS II is located approximately south of Tomsk Railroad Station II, in the vicinity of the ball-bearing plant, and has an estimated installed capacity of 24,000 kilowatts. This installation is fueled by coal; the water used probably comes from the Ushayka River. Included in the installation are a powerplant building, a coal-processing building, a coal conveyor, and a transformer house. A railroad spur serves the plant. Tomsk Thermal Powerplant GRES is located on Konnaya Square near the mouth of the Ushayka River. The plant is fueled by coal and receives water from the Tom' River. The installation includes a powerplant building and a probable transformer house. The estimated installed capacity is 16,000 kilowatts.

A transformer station is located in the southeastern section of Tomsk, approximately north of Railroad Station I. It probably serves this part of the city and the streetcar line. Another transformer station is reportedly slightly west of the ball-bearing plant in northeastern Tomsk. Electric overhead powerlines run throughout the city.

Telephone and telegraph service is available in Tomsk. The city is connected with the national telephone and telegraph service via Tayga. In 1948 an automatic telephone exchange was installed. The Tomsk telephone and telegraph center is located at Leninskiy Prospekt 18.

Five radio stations have been reported in the area, but only one has been located definitely and one approximately. Two radio stations are used in support of river navigation, and presumably the remaining three for general communications. As of 1936, the city had 3,000 speakers, 128 radio receivers, and 3 party auditoriums. Tomsk is also one of 8 Soviet cities having television facilities.

The city has a municipal water system, which uses water from the Ushayka and Tom' Rivers. A water-treatment plant is located near the mouth of the Ushayka but draws water from the Tom' River. The installation has 2 pumping stations, a sediment tank, and filter beds. In 1946 the steam pumps that feed the city water system had a capacity of 540 cubic meters per hour, and the capacity of the purifying equipment was 200 cubic meters per hour. Also in 1946, the total length of the water system was 55 kilometers, connecting 805 houses, 56 street water-distribution centers, and 205 fire hydrants.

The water requirement of the city of Tomsk is 30 to 40 thousand cubic meters daily. In 1952 the water system was being expanded to an unknown capacity, but in 1955 it was said to provide only about 20 thousand cubic meters a day. Only the central part of the city is believed to be provided with a sewage system.

Gas is not used as a utility in Tomsk.

VI. Military Situation

The only identified military organization reported in Tomsk is the Tomsk Order of the Red Star Artillery School. This establishment is located at Nikitinskaya Ulitsa 8. In 1954 the installation was reported to be an antiaircraft artillery school. A military area known as Artgorodok (artillery town) is reported to be located along Studencheskaya Ulitsa, in the southwestern sector of the city immediately north of the Tom' River. Included in the installation are barracks, warehouses, and facilities for vehicle storage. An unidentified military installation is reportedly located along the eastern side of Cherepichnaya Ulitsa, directly across from the municipal park. Also an unidentified topographic battalion was reported to be stationed in the vicinity of the city in 1949. The oblast military commissariat, at Naberzhnaya Reki Ushayki 2, is responsible for military mobilization, procurement and storage of military supplies, and paramilitary training. The primary functions of the military organizations in Tomsk are supply and training.

VII. Climate

The climate of Tomsk and its environs is continental because of the city's location in the interior of the Eurasian land mass. Short cool summers, short cold springs and autumns, and long, very cold winters are characteristic of the area.

Winter begins in November and continues through March. The mean monthly maximum temperature during this season ranges from 22°F to -1°F, and the mean monthly minimum temperature from 7°F to -12°F. The coldest month is January. Spring includes April and May, with mean monthly maximum temperatures of 38°F and 55°F, respectively, and mean monthly minimum temperatures of 20°F and 37°F. Summer lasts from June through August; July is the hottest month. The mean monthly maximum temperature in summer ranges from 67°F to 72°F, and the mean monthly minimum temperature from 49°F to 51°F. Autumn includes September and October, with mean monthly maximum temperatures of 58°F and 37°F, respectively, and mean monthly minimum temperatures

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of 40°F and 27°F. The mean annual temperature for the Tomsk area is 30.6°F, and there are about 30 days when the temperature falls below 0°F. The area has an average of 114 frost-free days a year.

The average annual precipitation in the Tomsk area is light -- only 21 inches. From January through April the mean monthly precipitation is only about 1 inch. Precipitation is heaviest from June through August. Almost 3 inches of rain fall each month, mostly during thunderstorms. About 24 thunderstorms occur each year from May to August. From September through December precipitation ranges from 1 to 2 inches per month. Snow first occurs in October and falls on an average of 90 days each winter. The amount of snow that falls during any one storm is seldom great, but there is little melting and the snow accumulates from November through March. The mean number of days with precipitation is 151, and fog occurs on an average of 19 days a year.

Since the average temperature in Tomsk is not high, the capacity of the air to hold moisture is limited. During the morning hours from late July through April the air is frequently saturated, and the average relative humidity is from 80 to 90 percent. In December and January the relative humidity is high throughout the day. During April, May, and June, the average relative humidity is close to 55 percent at midday.

VIII. Clothing Requirements

Because of the length and severity of the cold season in the Tomsk area, warm clothing is of the utmost importance. Necessary winter clothing includes warm underwear, one or more sweaters, trousers, shirt, jacket, overcoat, boots resistant to very cold weather and marshy terrain, two or more pairs of stockings, cap with ear flaps, mittens, mufflers, and face mask.

In the short spring and autumn when the temperature is variable and there are periods of very cold weather, both heavy and lighter clothing will be needed. Footgear adapted to marshy terrain is especially necessary during these seasons.

In summer, lighter clothing can be worn but woolen clothing is not uncomfortable. Jackets are worn throughout the summer, and at night overcoats are often necessary. Owing to the frequent summer thundershowers, raingear is advisable. Wading overshoes are required in the Tomsk area because of the marshy terrain.

Climate poses no great limitation on outdoor activities if suitable clothing is worn.

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IX. Evaluation of Urban Area Data

Information on the city of Tomsk is very limited. Only one prisoner-of-war interrogation report on the city is available, and it is of little value; travel reports are not available, since Tomsk is closed to foreigners; no travel books for the city have been published; and Tomsk is seldom mentioned in the principal Soviet newspapers.

The primary source of information used was a Soviet city plan published in 1933. A 1928 map provided supplementary information, such as the locations of hospitals, hotels, police stations, the regional museum, and the municipal theatre. Street names were taken from the 1933 map and are considered fairly reliable, since most of the street-name changes are believed to have been made by 1933. On the whole, the maps are considered fairly reliable as of their publication dates, but how valid they are now is not known.

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Locations of industrial and governmental establishments are based on [REDACTED] Other locations and data on expansion within the city were obtained from a variety of sources, including recent Soviet newspaper articles and Soviet radio broadcasts, which are fairly reliable for this type of information if allowance is made for the disproportionate emphasis given minor achievements.

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Data concerning public utilities, transportation, and the location of industrial and residential areas were obtained from [REDACTED] newspaper articles, the Atlas Mira, Spravochnik po Vodnym Resursam SSSR, and other Soviet publications. On the whole, this information may be considered reliable; however, in Soviet publications for popular consumption, facts are often intermingled with plans exaggerations, and propaganda. Information on some of these subjects was limited. It is apparent, for example, that a city with a population of approximately 220,000 inhabitants must have a much more extensive transit system than the fragmentary information indicates.

Climatic data, obtained from the National Intelligence Survey and Soviet scientific publications, are considered completely reliable.

Only three recent photographs of Tomsk were found. The remainder of the photographs of the city are dated from 1900 to 1932, but some of these have been included because they depict permanent buildings, street patterns, and house types. No aerial photography of Tomsk is available.

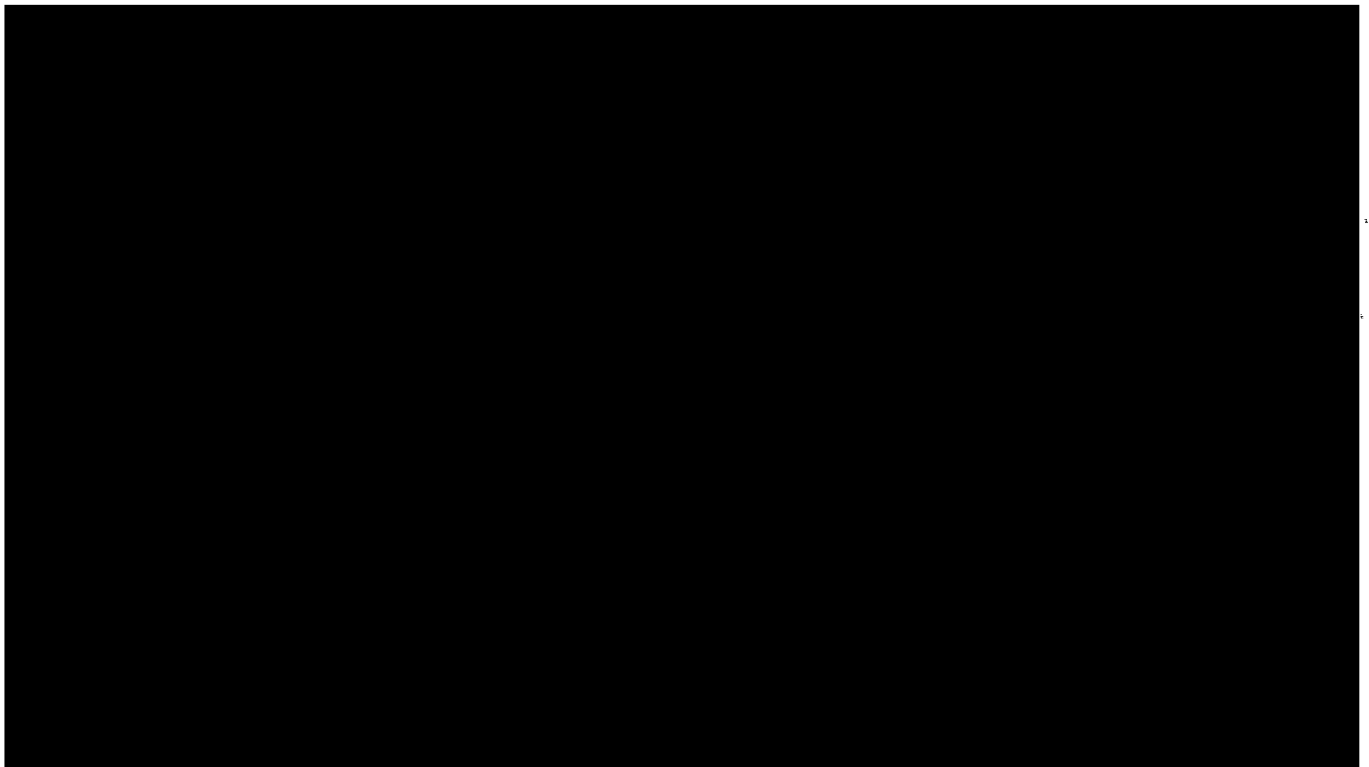
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Information on external boundaries of the city, postal and election districts, and city rayon boundaries is completely lacking. Detailed information on the extent of expansion of the city and the names and locations of new streets is limited. The city limits depicted on the base map were derived from the 1933 map, and only slight revisions were possible from existing data. Since the population of Tomsk increased from 92,274 to approximately 220,000 between 1926 and 1955, the city has probably expanded considerably more than available information indicates.

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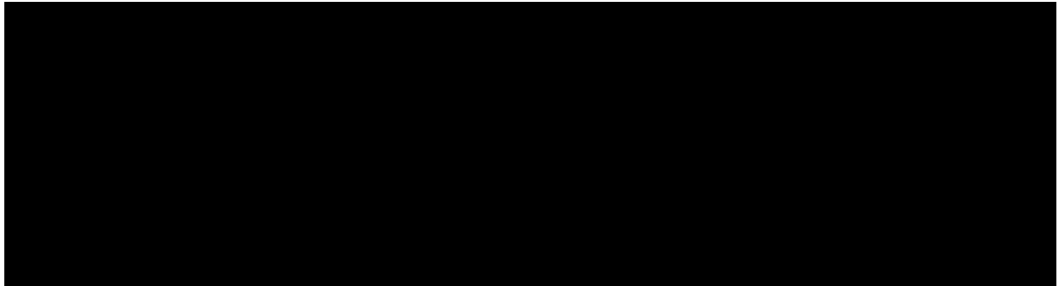
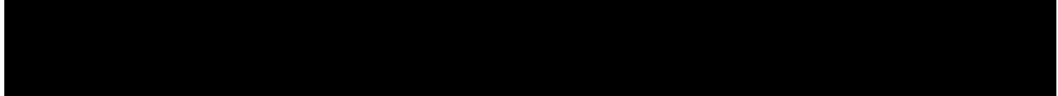
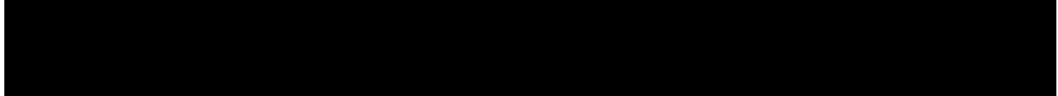
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Addendum*

Reportedly the city of Tomsk is divided into two sections. The southern section is known as Pervyy Tomsk (First Tomsk) and the northern section as Vtoroy Tomsk (Second Tomsk). Pervyy Tomsk has the larger population and is the more prosperous with large administrative buildings and blocks of new apartment houses. Vtoroy Tomsk is, in general, the workers' section, where many workers live in crowded conditions in wooden barracks. In 1953 several blocks of apartment houses for higher officials were constructed in Vtoroy Tomsk.

By Soviet standards, Tomsk is as a whole a prosperous city, and the main part of Pervyy Tomsk and the newer part of Vtoroy Tomsk are modern. Food and consumer goods are available but expensive. Housing conditions, however, are poor, and good apartments are not available even to those who can afford them. Electricity is available on a 24-hour basis in most of the newer buildings, and many of the newer shops and stores have electric signs. The city has few street lights, however.

Many of the streets in Tomsk are of recent construction, flat, and well paved with asphalt. The main street between Pervyy Tomsk and Vtoroy Tomsk is cobblestone. Reportedly, plans have been made to asphalt all streets in Pervyy Tomsk.

The buildings of the two railroad stations are fairly new and approximately the same size. Both provide freight and passenger service. Railroad Station I is the terminal station.

A factory producing small parts for airplanes and automobiles (quite possibly the ball-bearing plant) is located approximately half a mile south of Railroad Station II. The factory occupies an area of about 1-1/2 square miles and is enclosed by a wooden fence about 6 feet high topped with barbed wire. The gate was guarded by civilian guards.

An asphalt factory is reportedly located in Pervyy Tomsk. North or northeast of Vtoroy Tomsk is a factory that produces tanks (undoubtedly the tank repair plant).

*Data received subsequent to completion of research.

S-E-C-R-E-T

A large number of MVD personnel are stationed in Tomsk and there are at least 3 MVD installations. One is about 2 miles north of Railroad Station I and is of recent construction. This installation contains about 400 offices and is guarded from within. Travel papers are applied for here.

The second MVD installation, approximately the same size as the first, is in the center of the city. Travel permits are issued here.

The third installation is the Komendantura (headquarters) and is located near Railroad Station II. This building is very small, containing about 4 offices.

25X1C

No large military forces have been noted in Tomsk, but soldiers have been observed on the streets.

Places identified on US Target Complex
Chart Series 75, DTIC 99-0-15A, USAF
XIC: Nizomlat, 1954

4. **Daughterhouse**
5. **Sawmill**
6. **Tobruk Airfield** (also see "B" below)

- Flora identified on Shkarsichynsky
Plan G. Terek. 1893. 122.

1. Otkrytiye Vostoka (19), Moscow, 1957, p. 1.
Okrug Committee of the Communist Party
of the Soviet Union
2. I-y Raykom VVP (3), Pt. Revolyutsii
1st Rayon Committee of the Communist Party

66. Posthar, chief, Leningradska, ul. R. Lytkanin
Leningradska Fire Department



Basic plan data taken from US Target Compendium
Chart-Series 25, 0158-999-25A, USAF ACIC,
November, 1954

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Names as shown on Topograficheskii Plan G. 100000, 1972.

[illegible]

<u>Other sources</u>	
A. Prohibited area	G-9
B. Airfield	G-7, 8
C. Industrial plant (supposedly manufacturing atomic weapons) (Singapore)	G-7, 8

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